

## **Chapter 14.44            Parking Standards and Design.**

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### **14.44.010 Purpose.**

The purposes of this chapter are to implement the policy provisions of the Transportation Element of the Comprehensive Plan, the Downtown Sub-Area Plan, and the City-Wide Visioning Plan to provide adequate parking for all uses allowed in this code; to reduce demand for parking by encouraging alternative means of transportation including public transit, rideshare and bicycles; and to increase pedestrian mobility and safety in urban areas by: setting minimum off-street parking standards for different land uses that assure safe, convenient, and adequately sized parking facilities; providing incentives to rideshare through preferred parking arrangements; providing for parking and storage of bicycles; providing safe direct pedestrian access from public rights-of-way to structures and between developments; minimizing the visual impact of parking areas on the streetscape and pedestrian environment.

### **14.44.020 Authority and application.**

- A. Before final site plan approval or certificate of occupancy is granted for any new or enlarged building, whichever comes first, or a certificate of occupancy is granted for a change or expansion of use in any existing building, the applicant shall be required to meet the provisions of this chapter and the applicable provisions of DMC 14.34, Design Guidelines, related to parking lot design and landscaping.
- B. If this chapter does not specify a parking requirement for a land use, the Director shall establish the minimum requirement based on either parking requirements for a similar use or a study of anticipated parking demand. If a study is required by the Director, the applicant shall provide sufficient information to demonstrate that the parking demand for a specific land use will be satisfied. Parking studies shall be prepared by a professional engineer with expertise in traffic and parking analysis, unless an equally qualified individual is authorized by the Director.
- C. If any portion of the required amount of off-street parking has been proposed to be provided off-site, the applicant shall provide written contracts with affected landowners showing that required off-street parking shall be provided in a manner consistent with the provisions of this chapter. The contracts shall be reviewed by the Director for compliance with this chapter, and if approved, the contracts shall be recorded with the King County Records, Elections and Licensing division as a deed restriction on the title to all

applicable properties. These deed restrictions may not be revoked or modified without authorization of the Director.

- D. A parking facility which is required for one establishment or use shall not be considered as part of the parking facility required for any other use, except for shared as provided in DMC 14.44.050.
- E. All proposed parking facilities are subject to DMC 14.34, Design Guidelines.

**14.44.030 Criteria for pre-existing uses/buildings.**

- A. The following regulations shall apply to pre-existing uses or buildings:
  - 1. A development in existence prior to the adoption of these regulations or at the time of its annexation to the City, if later, and which does not have sufficient parking space in accordance with this chapter, may continue to operate with the parking deficiency as long as no enlargement or land use change is made which would require additional parking spaces;
  - 2. When a pre-existing use is enlarged to require additional parking spaces, the requirements of this chapter shall apply only to the enlargement;
  - 3. When additional uses are placed on the same lot with the pre-existing use or an enlarged lot of which the pre-existing use lot is a part, the requirements of this chapter shall apply only to the additional use;
  - 4. When a pre-existing use is terminated, the area vacated shall not be occupied by a use requiring more parking spaces than the terminated use, unless the required additional parking spaces are provided.
  - 5. Existing commercial buildings in the OT zoning district shall be permitted to change uses without the requirement of additional parking if the Director determines such additional parking could not physically be provided, except that additional parking shall be required for any new square footage for commercial and/or residential uses.

Example:

Square footage of building	Parking conditions	Required Parking
Existing building is 2,500 s.f.; no residential units	No existing onsite parking	0 parking spaces
New building is 5,000 s.f.	New building square footage minus the old square footage (5,000 s.f. -2500 2,500 s.f = 2,500 s.f.)	2,500 divided by 300 = 8 x 50 percent (reduction in OT zoning district)= 4 parking stalls
New building also has two, 1-bedroom residential units		1.5 per unit x 2 = 3 x 50% (parking reduction) = 1.5, rounded up to two, additional spaces. Total of 6 parking stalls required.

- B. When a pre-existing building, which does not have sufficient parking, is remodeled or rehabilitated but not enlarged, the existing use of the building may continue without providing additional parking.

**14.44.040 Computation of off-street parking spaces.**

- A. Off-street parking areas shall contain at a minimum the number of parking spaces as set out in DMC 14.44.140.H. Off-street parking ratios expressed as a number of spaces per square feet means the usable or net square footage of floor area, exclusive of nonpublic areas. Nonpublic areas include but are not limited to building maintenance areas, storage areas, closets or restrooms. If the formula for determining the number of off-

street parking spaces results in a fraction, the number of off-street parking spaces shall be rounded to the nearest whole number with fractions of 0.50 or greater rounding up and fractions below 0.50 rounding down.

- B. An applicant may request a modification of the minimum required number of parking spaces by substantiating that parking demand can be met with a reduced parking requirement. In such cases, the Director may approve a reduction of up to 50 percent of the minimum required number of spaces. Such additional reduction shall not apply to OT, UT-1<sup>st</sup>, or RIV zoning districts; however, if it can be clearly documented that the hours of uses in a building have parking needs at different times, the Director may reduce the parking requirement.
- C. When the City has received a shell building permit application, off-street parking requirements shall be based on the possible tenant mix or uses authorized by the zone designation and compatible with the limitations of the shell permit. A minimum of 20% shall be assumed restaurant.
- D. In light industrial developments, a minimum of 20 percent of gross floor area shall be assumed as office when calculating parking requirements. When the range of possible uses results in different parking requirements, the Director will establish the amount of parking based on a likely range of uses.
- E. Within the OT, UT-1<sup>st</sup>, or RIV zoning districts, parking requirements may be 50 percent of the minimum requirements indicated in the following table and only if the need for a reduction can be determined by a traffic impact assessment
- F. In any development required to provide 12 or more parking spaces, bicycle parking shall be provided, as specified in 14.44.060.
- G. The maximum number of parking spaces provided for a specified use or building shall be 1 ½ times the minimum number of spaces set out in DMC 14.44.040.H and if the additional parking need is documented in a Traffic Impact Assessment, the requirements of which are set out by the Public Works Director. The Director may allow an increase in parking spaces if documentation as to the need for such additional spaces is provided and approved. Such additional parking shall not be located in front of a building and shall be consistent with DMC 14.34, Design Guidelines.
- H. Parking requirements shall be as set out in the following table:

Table 14.44.040.I. Off-Street Parking Requirements

Land Use	Minimum Required Parking Spaces
<b>Residential</b>	
Single-family detached	2 per unit
Single-family attached	2 per unit
Single-family accessory dwelling unit (ADU)	1 per unit
Multifamily – Studio	1.3 per unit
Multifamily – 1 bedroom	1.5 per unit
Multifamily – 2 bedroom	2 per unit
Multifamily – 3 bedrooms or larger	2 per unit
Mobile home park	2 per unit
Senior citizen assisted	.5 per unit and 1 per employee per single shift
<b>Group residences</b>	
Community residential facility – CRF	1 per 2 bedrooms
Dormitory	1 per 2 bedrooms
<b>Temporary Lodging</b>	
Hotel/motel including organizational lodging	1 per bedroom
Bed and breakfast	1 per bedroom plus 2 per facility
<b>General Services</b>	
General services uses, includes dry cleaning, beauty salon/barber shop, laundromats, tax return services, miscellaneous repair, massage therapy, pharmacy drive-thru, dance/recreational studio, social services and other uses not listed below.	1 per 300 square feet
Funeral home/crematory	1 per 50 square feet of chapel area

<b>Land Use</b>	<b>Minimum Required Parking Spaces</b>
Daycare	2 per facility plus 1 per 20 children
Religious institutions, civic clubs, social clubs, fraternal orders	1 per 5 fixed seats plus 1 per 50 square feet of gross floor area without fixed seats (less the area with fixed seats)
Outpatient and veterinary clinics	1 per 300 square feet of labs and examination rooms
Nursing and personal care facilities	1 per 4 beds
Hospital	1 per bed
Elementary schools	1 per classroom plus 1 per 50 students
Middle/junior high schools	1 per classroom plus 1 per 50 students
High schools	1 per classroom plus 1 per 10 students
High schools with stadiums	Greater of 1 per classroom plus 1 per 10 students, or 1 per 3 fixed seats in stadium
Vocational schools <sup>1</sup>	1 per classroom plus 1 per 5 students
Specialized instruction school	1 per classroom plus 1 per 2 students
School district support offices	1 per 300 square feet plus 1 per 1000 square feet of storage/repair area
<b>Government Offices</b>	
Library	1 per 300 square feet plus 1 per 900 square feet of storage area
Public agency yard	1 per 300 square feet plus 1 per 900 square feet of storage/repair area
Public agency archives	1 per 900 square feet of storage area plus 1 per 50 square feet of waiting/review areas
Court	3 per courtroom plus 1 per 50 square feet of fixed seating area
Police facility	As determined by Director
Fire facility	As determined by Director
Government uses not specifically listed.	1 per 300 square feet or as determined by Director
<b>Retail/Office</b>	
Food stores less than 15,000 square feet	3 plus 1 per 350 square feet
Gasoline service stations w/o grocery	3 per facility plus 1 per service bay
Gasoline service stations w/ grocery, no service bays	1 per facility plus 1 per 300 square feet of store
Restaurants – take out/fast food	1 per 75 square feet of dining/lounge area
Restaurants – sit down	1 per 100 square feet of dining/lounge area plus 1 per 5 fixed seats of banquet rooms
Wholesale trade uses	1 per 900 square feet
Office uses	1 per 300 square feet
Retail and wholesale trade mixed-use	1 per 300 square feet
Retail uses not specifically listed.	1 per 300 square feet
<b>Industrial</b>	
Construction and trade	1 per 300 square feet of office plus 1 per 1,000 square feet of storage area
Self-service storage	1 per 3,500 square feet of storage plus 2 for any resident Director's unit
Outdoor advertising service	1 per 300 square feet of office plus 1 per 900 square feet of storage area
Miscellaneous equipment rental	1 per 300 square feet of office plus 1 per 900 square feet of indoor repair area
Automotive rental and leasing	1 per 300 square feet of office plus 1 per 900 square feet of indoor repair area
Heavy equipment repair	1 per 300 square feet of office plus 1 per 900 square feet of indoor repair area
Manufacturing/research/bottling/cannery/ printing uses	1 per 1,000 square feet plus 1 per 250 square feet of office space
Warehouses and storage buildings	1 per 2,000 square feet. Maximum office area of two (2) percent of gross floor area may be included without additional parking requirements
Industrial uses not specifically listed.	As determined by Director
<b>Recreational/Cultural</b>	
Theater	1 per 3 fixed seats
Auditorium/Theatrical production	1 per 3 fixed seats
Bowling alley	3 per lane
Golf course	3 per hole plus 1 per 300 square feet of clubhouse facility
Golf driving range	1 per tee
Sports club	1 per 300 square feet
Tennis club	4 per tennis court plus 1 per 300 square feet of clubhouse facility
Conference center	1 per 3 fixed seats plus 1 per 50 square feet of assembly area w/o fixed seats
Park/playfield	As determined by Director
Community center	1 per 300 square feet plus 1 per 900 square feet of storage area

Land Use	Minimum Required Parking Spaces
Trailhead	Snoqualmie Valley Trail and other local trails: 10 per mile of trail within Duvall city limits
Recreational/cultural uses not listed below.	1 per 300 square feet

Notes:

1. Parking requirements and/or parking standards for the Lake Washington Technical College may be adjusted by the Director at time of Site Plan Review, based on a Parking Plan for the College.

#### **14.44.050 Shared parking requirements.**

The amount of required off-street parking may be reduced by an amount determined by the Director when shared parking facilities for two or more uses are proposed, provided:

- A. The total parking area exceeds 5,000 square feet.
- B. The parking facilities are designed and developed as a single on-site common parking facility, or as a system of on-site and off-site facilities.
- C. All parking facilities are connected with improved pedestrian walkways and no building or use involved is more than 1,000 feet from the most remote shared facility.
- D. The amount of the reduction shall not exceed 10 percent for each use, unless:
  1. The normal hours of operation for each use are separated by at least one hour; or
  2. A parking demand study is prepared by a professional traffic engineer and submitted by the applicant documenting that the hours of actual parking demand for the proposed uses will not conflict and that uses will be served by adequate parking if shared parking reductions are authorized; or
- E. The total number of parking spaces in the common parking facility is not less than the minimum required spaces for any single use.
- F. The parking requirement has not already been reduced by 50 percent as allowed DMC 14.44.040.B.
- G. A covenant or other contract for shared parking between the cooperating property owners is approved by the Director. This covenant or contract must be recorded with King County Records, Elections, and Licensing Services Division as a deed restriction on both properties and cannot be modified or revoked without the consent of the Director.
- H. If any requirements for shared parking are violated, the affected property owners must provide a remedy satisfactory to the Director or provide the full amount of required off-street parking for each use, in accordance with the requirements of this chapter, unless a satisfactory alternative remedy is approved by the Director.

#### **14.44.060 Bicycle parking requirements.**

Bicycle parking requirements shall apply to all commercial, office, light industrial, mixed use and multi-family residential developments.

- A. Bicycle parking shall be bike rack or locker-type parking facilities unless otherwise specified.
- B. Off-street parking areas shall contain at least 1 bicycle parking space for every 12 spaces required for motor vehicles except as follows:
  1. The Director may reduce bike rack parking facilities when it is demonstrated that bicycle activity will not occur at that location.
  2. The Director may require additional spaces when it is determined that the use or location will generate a high volume of bicycle activity. Such a determination will include but not be limited to the following uses:
    - a. Park and playfield;
    - b. Marina;
    - c. Library, museum and arboretum;
    - d. Elementary or secondary school;
    - e. Sports club; or

- f. Retail business (when located along a developed bicycle trail or designated bicycle route).
- C. Bicycle facilities for patrons shall be located on site and shall be designed to allow either a bicycle frame or wheels to be locked to a structure attached to the pavement.
- D. All bicycle parking and storage shall be located in safe, visible areas that do not impede pedestrian or vehicle traffic flow.
- E. One indoor bicycle storage space shall be provided for every two dwelling units in townhouse and apartment residential uses, unless individual garages are provided for every unit. The Director may reduce the number of bike rack parking spaces if indoor storage facilities are available to all residents.
- F. Bicycle parking shall have direct access to both the public right-of-way and to the main entrance of the principal use.
- G. For facilities with multiple buildings, building entrances or parking lots, bicycle parking shall be located in areas of greatest use and convenience to bicyclists.
- H. Bicycle parking facilities shall be separated from motor vehicle parking and maneuvering areas by a barrier or sufficient distance to prevent damage to the parked bicycles.
- I. Lighting shall be provided in a bicycle parking area so that all facilities are thoroughly illuminated and visible from adjacent sidewalks or motor vehicle parking lots during all hours of use. Bicycle parking shall be at least as well-lit as motor vehicle parking.

#### **14.44.070 ADA parking requirements.**

- A. Off-street parking and access for physically disabled persons shall be provided in accordance with Section 7503 of the regulations adopted pursuant to RCW 19.27 of the State Building Code, and Revised Code of Washington (RCW) 70.92, Public Buildings--Provisions for Aged and Handicapped, which generally requires parking as set out in Table 14.44.070.B. The Building Official shall determine all ADA parking requirements.

Table 14.44.070.B. ADA Parking Requirements

<b>Parking Lot Size</b>	<b>Number of ADA stalls</b>
1 to 25 stalls	1 stall
26 to 50 stalls	2 stalls
51 to 75 stalls	3 stalls
76 to 100 stalls	4 stalls
101 to 150 stalls	5 stalls, etc.

- C. One out of every eight ADA stalls must be sized to accommodate a disabled van-sized vehicle or provide at least one disabled van stall;
- D. The ADA stall must be 96 inches wide with a 60 inch aisle for a disabled person's vehicle, and 96 inches wide with a 96 inch aisle for a disabled persons van. Two ADA stalls may share the aisle space.

#### **14.44.080 Guest parking requirements.**

- A. Single family, multi-family residential and mixed-use commercial/residential developments without adequate, safe on-or off--site parking, as determined by the Director, shall be required to provide 1 guest parking space per 7 residential units, unless the applicant can demonstrate other means of meeting such requirement as approved by the Director. The city may require additional parking spaces consistent with the Development Design Standards.
- B. The applicant shall provide an on and off-site parking plan at time of application.
- C. Guest parking areas shall meet the dimensional standards as listed per Table 14.44.130.A.
- D. The Director has the authority to require additional guest parking spaces in cases where adequate on- or off-site guest parking is not available.

#### **14.44.090 Loading space requirements.**

- A. Every nonresidential building engaged in retail, wholesale, manufacturing or storage activities shall provide loading spaces in accordance with the standards in Table

14.44.090.A:

Table 14.44.090.B.

Gross Floor Area	Required Number of Loading Spaces
10,000 to 16,000 square feet	1
16,001 to 40,000 square feet	2
40,001 to 64,000 square feet	3
64,001 to 96,000 square feet	4
96,001 to 128,000 square feet	5
128,001 to 160,000 square feet	6
160,001 to 196,000 square feet	7
For each additional 36,000 square feet	1 additional

- C. Each loading space required by this section shall be a minimum of 10 feet wide and 30 feet long, and have an unobstructed vertical clearance of 14 feet 6 inches, and shall be surfaced, improved and maintained as required by this chapter. Loading spaces shall be located so that trucks shall not obstruct pedestrian or vehicle traffic movement or project into any public right-of-way. All loading space areas shall be separated from required parking areas and shall be designated as truck loading spaces.
- D. Any loading space located within 100 feet of areas zoned for residential use shall be screened and operated as necessary to reduce noise and visual impacts. Noise mitigation measures may include architectural or structural barriers, berms, walls, or restrictions on the hours of operation.
- E. Multi-story self-service storage facilities shall provide 2 loading spaces, and single story facilities one loading space, adjacent to each building entrance that provides common access to interior storage units. Any floor area additions or structural alterations to a building shall be required to provide loading space or spaces as set forth in this chapter.

#### **14.44.100 School drop off areas.**

At the time of development of a new and/or expanded K-12 school, provisions shall be made for the drop off of students. The area needed for drop off shall be determined by the Director in consultation with the applicant.

#### **14.44.110 Drive-thru facilities.**

- A. A stacking space shall be an area measuring 9 feet by 20 feet with direct forward access to a service window of a drive-thru facility. A stacking space shall be located to prevent any vehicles from extending onto the public right-of-way, or interfering with any pedestrian circulation, traffic maneuvering, or other parking space areas. Stacking spaces for drive-thru or drive-in uses may not be counted as required parking spaces.
- B. Uses providing drive-up or drive-thru services shall provide vehicle stacking spaces as follows:
1. For each drive-up window of a pharmacy or dry cleaning laundry, a minimum of 3 stacking spaces shall be provided; and
  2. For each drive-up window of a bank/financial institution, business service, or other drive-thru use not listed, a minimum of 5 stacking spaces shall be provided; and
  3. For each service window of a drive-thru restaurant, a minimum of 7 stacking spaces shall be provided.
- C. To reduce congestion and turning lane conflicts, drive-thru facilities may not take access from a major arterial such as Main Street/SR-203. Parking lot and drive-up/thru windows must be provided from a secondary street or road.

- D. Drive-thru facilities are not permitted between a building and a street.
- E. Drive-thru facilities that have negative traffic impacts on adjacent roads and/or businesses may require additional traffic controls at the drive-thru businesses' expense.
- F. Where drive-thru facilities are located adjacent to a through lane; the drive-thru shall be constructed of different material than the through lane or a 4-5 foot planter strip shall be installed between the through lane and the drive-thru lane.
- G. The City may require additional stacking lanes based on the applicants traffic impact assessment.

#### **14.44.120 Carpool and vanpool parking.**

The Commute Trip Reduction (CTR) Law states that employers with 100 or more employees working a single shift shall implement programs which reduce the number of commute trips by encouraging people to ride public transit, carpool, vanpool, bike, or walk. At such time when an employer or commercial development in Duvall has this number of employees, the following carpool and vanpool parking regulations shall apply:

- A. Ten percent, but not fewer than 1 of the required spaces for industrial, institutional and office developments shall be designated for use as carpool/vanpool parking.
- B. The carpool/vanpool spaces shall be clearly marked "Reserved – Carpool/Vanpool Only."
- C. Designated carpool/vanpool spaces shall be the closest employee parking spaces to the building entrance normally used by employees except for any ADA parking spaces provided.
- D. Parking in reserved areas shall be limited to vanpools and carpools established through ride share programs by public agencies and to vehicles meeting minimum rideshare qualifications set by the employer.

#### **14.44.130 Off-street parking area design standards.**

- A. The minimum parking space and aisle dimensions are shown in the following table:

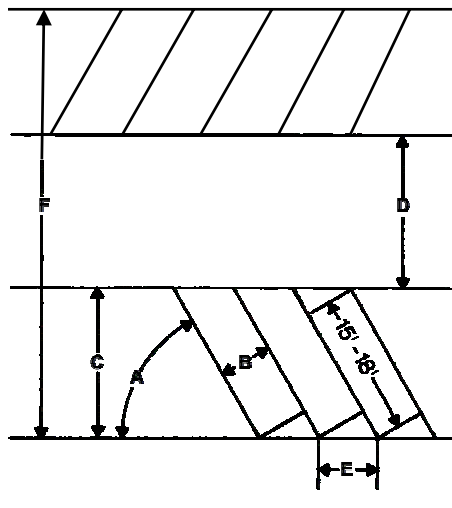
Table 14.44.130.B. Minimum Parking Space and Aisle Dimensions

<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>F</b>
Parking Angle	Stall Width	Row Width	Aisle Width	Curb Length	Aisle + 2 Row Widths
Parallel	Compact: 8 ½ Standard: 9	8 ½ 9	12	23	29
30	Compact: 8 ½ Standard: 9	16 ½ 16 ½	11 11	17 18	44 44
45	Compact: 8 ½ Standard: 9	18 ½ 19	13 ½ 13	12 12 ½	50 ½ 51
60	Compact: 8 ½ Standard: 9	20 20 ½	18 ½ 18	9 ½ 10 ½	58 ½ 59
90	Compact: 8 ½ Standard: 9	18 18	25 ½ 25	8 ½ 9	61 ½ 61

**NOTES:**

- 1) Dimensions are in feet.
- 2) When parking lots may have substantial traffic by trucks or other large vehicles, the Director may establish larger minimum dimensions.
- 3) Aisle turns must be at least 14 feet in width.





- A. Parking Angle
- B. Stall Width
- C. Row Width
- D. Aisle Width
- E. Curb Length
- F. Aisle and Parking Width

- C. Aisles which do not provide direct access into a parking space shall be a minimum width of 20 feet.
- D. Parking facilities shall have permanent markings showing entrances, exits, traffic direction and parking spaces, except where the Director finds such requirements are not applicable.
- E. Subject to Director review and approval, up to 25 percent of the total number of spaces to be provided in any development may be sized to accommodate compact cars subject to the following:
  1. Each space shall be clearly identified as a compact car space by painting the word "COMPACT" in capital letters, a minimum of eight inches high, on the pavement at the base of the parking space and centered between the striping.
  2. Aisle widths and parking stall sizes shall conform to the standards set out in DMC 14.44.130.
  3. The compact stalls shall be dispersed around the site.
- F. Off street parking areas shall not be located more than 500 feet from the building they are required to serve for all uses except those specified below; where the off-street parking areas do not abut the buildings they serve, the required maximum distance shall be measured from the nearest building entrance that the parking area serves and in accordance with the following:
  1. For all single detached dwellings, the parking spaces shall be located on the same lot they serve;
  2. For all other residential dwellings at least a portion of parking areas shall be located within 100 feet of the building they serve;
  3. For all nonresidential uses permitted in residential zones, the parking spaces shall be located on the same lot they are required to serve and at least a portion of parking areas shall be located within 150 feet from the nearest building entrance they serve;
  4. Parking lots shall be arranged as to permit the internal circulation of vehicles between parking aisles without reentering adjoining public streets; and

5. ADA accessible parking shall be provided in accordance with DMC 14.44.070.
- G. Parking facilities shall be designed so exiting vehicles are not required to back into streets, except for residential uses of less than four dwellings per lot on local access streets.
- H. Wheel stops are required in all parking areas to prevent vehicles from overhanging walkways, property lines or other limits of a parking area and to prevent damage to landscaping.
- I. Any parking spaces abutting a required landscaped area on the driver or passenger side of the vehicle shall provide an additional 18 inches above the minimum space width requirement to provide a place to step other than in the landscaped area. The additional width shall be separated from the adjacent parking space by a parking space division stripe.
- J. The parking space depth may be reduced a maximum of two feet when vehicles overhang a walkway under the following conditions:
1. Wheelstops or curbs are installed; or the walkway is increased by two feet. The remaining walkway shall not be reduced in width as required in DMC 14.34.
- K. Driveways providing ingress and egress between off-street parking areas and abutting streets shall be designed, located and constructed in accordance with the provisions of the Public Works Development Design Standards and DMC 14.34, Design Guidelines.
- L. Lighting shall be provided for safety of traffic and pedestrian circulation on the site, as required by the Director. Lighting shall be designed to minimize direct illumination of abutting properties and adjacent streets.
- M. All vehicle parking and storage for single-family detached dwellings must be in a garage, carport or on a paved surface. Any impervious surface used for vehicle parking or storage must have direct and unobstructed driveway access.
- N. Vanpool and carpool parking areas shall meet the following minimum design standards:
1. A minimum vertical clearance of 7 feet 3 inches shall be provided to accommodate van vehicles if designated vanpool/carpool parking spaces are located in a parking structure; and
  2. A minimum turning radius of 26 feet 4 inches with a minimum turning diameter (curb to curb) of 52 feet 5 inches shall be provided from parking aisles to adjacent carpool/vanpool parking spaces.
- O. No dead-end alley may provide access to more than 8 required off-street parking spaces.
- P. Any parking stalls located in enclosed buildings must be totally within the enclosed building.
- Q. The slope of access easements and tracts, and the slope of entrance and exit driveways, including driveways for detached single-family residences, shall not exceed 8 percent for the first 10 feet from the face of the abutting right-of-way curb. Thereafter, the slope shall not exceed 15 percent as set out in the Public Works Development Design Standards.

#### **14.44.140 Pedestrian circulation, access and design.**

The following general pedestrian design standards shall apply to all developments in Duvall. They should be reviewed together with DMC 14.34, Design Guidelines and other applicable chapter of this Title:

- A. All uses shall provide pedestrian access onto the site. Pedestrian access points shall be provided at all pedestrian arrival points to the development including the property lines, adjacent lots, abutting street intersections, crosswalks and at transit stops. Pedestrian access shall be located as follows:

1. Access points at property edges and to adjacent lots shall be coordinated with existing development to provide circulation patterns between developments.
  2. Residential developments shall provide links between cul-de-sacs or groups of buildings to allow pedestrian access from within the development and from adjacent developments to activity centers, parks, common tracts, open spaces, schools or other public facilities, transit stops and public streets.
- B. Pedestrian walkways shall form an on-site circulation system that minimizes the conflict between pedestrians and traffic at all points of pedestrian access to on-site parking and building entrances. Pedestrian walkways shall be provided when the pedestrian access point or any parking space is more than 75 feet from the building entrance or principal on-site destination and as follows:
1. All developments which contain more than one building shall provide walkways between the principal entrances of the buildings.
  2. All nonresidential buildings set back more than 100 feet from the public right-of-way shall provide for reasonably direct pedestrian access from the building to buildings on adjacent lots.
- C. Pedestrian access and walkways shall meet the following minimum design standards:
1. Access and walkways shall be well lit and physically separated from driveways and parking spaces by landscaping, berms, barriers, grade separation or other means to protect pedestrians from vehicular traffic.
  2. Access and walkways shall have a minimum of 60 inches of unobstructed width and meet the surfacing standards of the Duvall road standards for walkways or sidewalks.
  3. Access shall be usable by mobility impaired persons and shall be designed and constructed to be easily located by the sight impaired pedestrian by either grade change, texture or other equivalent means.
  4. A crosswalk shall be required when a walkway crosses a driveway or a paved area accessible to vehicles.
  5. Wherever walkways are provided, raised crosswalks or speed bumps shall be located at all points where a walkway crosses the lane of vehicle travel.
- D. Blocks in excess of 900 feet shall be provided with a crosswalk at the approximate midpoint of the block, or as the Public Works Director determines to be appropriate.
- E. Compliance with DMC 14.34, Design Guidelines, for parking lot design, circulation, landscaping, and other applicable design standards.

#### **14.44.150 Off-street parking construction standards.**

Off-street parking areas shall be asphalt cement pavement (ACP) or Portland Cement Concrete (PCC). Typical approved sections are illustrated in the Development Design Standards. Residential driveways shall be constructed of concrete. Fire access and secondary parking areas may be constructed of low-impact or permeable pavements, including but not limited to grass crete, porous asphalt pavement (PCP), modular interlocking concrete block (MICB), etc. Parking areas may be paved or constructed with other surfaces as approved by the Public Works Director.

#### **14.44.160 Internal circulation road standards.**

Internal access roads to off-street parking areas shall conform with the surfacing and design requirements for private commercial roads set in the Development Design Standards and DMC 14.34, Design Guidelines.